Admirals into sullen recalcitrance. The Shipping Controller's report states that :—

> " Although Board approval had been vouchsafed to the Committee's scheme on the 14th June, it was in the letter rather than in the spirit, as the indispensable forces were not made available."*

The Controller reported this attitude to me, and I had to convey to the Admiralty in peremptory terms my disapproval of their conduct. They at last " consented to give effect to their own approval."f

On 6th June the Committee presented its report, setting out a detailed plan. The report was adopted and Paymaster-Commander Manisty made " Organising Manager of Convoys " *Convoy Department established* (not Director," as is customary for heads of important Departments) : but he was given neither room nor a staff, and had to go round and " scrounge " for these as best he could. And although the report was formally adopted on 14th June, it was some time before the Admiralty could bring itself to scrape together the necessary escorting craft. Regular convoys only began to run from America on 2nd July, from Gibraltar on 26th July, and from Dakar on nth August. Of the 279 destroyers in Home waters, between 20 and 30 were allotted to convoy duties. The 279 included 100 destroyers

attached to the Grand Fleet, to watch over its cold storage at Scapa Flow, and Admiral Jellicoe claims some credit for having allowed from 8 to 12 of these to be used during part of 1917 for trade protection on the convoy routes off the Irish coast. It was a grudging and mean allowance, when we were fighting for bare life against

* Extract from Ministry of Shipping Report on Convoys.
† Ministry of Shipping Report on Convoys.